

FAST TRAINS COLLIDE

Terrible Wreck on the Santa Fe Road.

THREE ENGINES EXPLODE
Twelve Passengers Killed and Many More Injured—W. J. Bryan on One of the Trains.

KANSAS CITY, Mo., September 8.—A special to the Times from Emporia, Kan., says: One of the worst wrecks in the history of the Santa Fe road occurred three miles east of here about 7.30 o'clock tonight. Twelve to fifteen persons were killed and as many more were badly hurt.

The fast mail train going east and the Mexican and California express, west-bound, collided head on. The Mexican and California express was pulled by two locomotives and when they struck the engine drawing the fast mail the boilers of all three engines exploded and tore a hole in the ground so deep that the smoking car of the west-bound train went in on top of the three engines and two wrecked mail cars and balanced there without turning over.

The passengers in the smoking car escaped through the windows. The front end of this car was enveloped in a volume of billowing smoke and steam belching up from the wreck below and the rear door was jammed tight in the wreck of the car behind. The wreck caught from the engines. The cars in the hole and the smoking car burned to ashes in a very short time. In climbing from the smoking car several men fell through the rifts in the wreck below, and it is impossible to tell whether they escaped or were burned to death.

The westbound train carried eight coaches and its passengers included many ex-convicts who had been to hear Hon. W. J. Bryan speak at the county fair at Burlingame. Mr. Bryan himself was on the train but was riding in the rear Pullman, some 400 feet from the cars which were wrecked. He stated that nothing but a heavy jolt was experienced by the passengers in his coach.

Mr. Bryan was one of the noblest men in the crowd of rescuers. He helped to carry out the dead and wounded and gave the greatest attention to their care. One poor fellow who was badly maimed called to Mr. Bryan and said: "I want to hear you today; I am dying now and want to shake your hand and say God bless you. If you possibly can, Mr. Bryan, get me a drink of water."

Mr. Bryan went into the fast mail car, one end of which was burning, and came out with the drink of water which he gave to the suffering passenger. He brought on cushions for others of the injured and was everywhere present to minister to the wants of the suffering.

It is feared that nearly all of the women mail clerks perished in the disaster, but so far only six bodies have been taken from the wreck.

Dead: Jim Brennan, engineer, Topeka; Nate Hollister, fireman, Topeka; J. E. Souza, Kansas City, express messenger, badly consumed by fire; William Frisley, engineer; A. D. Doran, Emporia, postal clerk; Gonzales, fireman westbound train; unknown man, tramp; Dragan, Topeka, Kan.

Among the seriously injured are: Claud Holliday, Lawrence, Kan., express messenger, both legs broken.

O. E. Porter, Kansas City, express messenger, leg broken, will die.

John Dagan, Topeka, face mangled.

J. T. Butler, county attorney Chase county, may die.

William F. Jones, Kansas City, leg and arm broken.

B. P. Matik, Atchison, badly bruised.

Phil Schlor, Kansas City, hip crushed.

O. A. Van Fleet, brakeman, Kansas City, badly bruised.

William Patrick, Kansas City, leg and arm broken.

O. D. Adams, City of Mexico, painfully bruised.

Mike Sweeney, Galveston, Tex., back hurt.

Ben Walters, St. Joseph, Mo., fireman on the westbound train, is missing.

The engineers of the west bound train had received orders to meet the fast mail at Emporia, and were making up lost time. The two are the fastest trains on the Santa Fe system, and the west bound train must have been running at least forty miles an hour. The west bound express was going around a slight curve and met the fast mail probably within 200 feet.

Of the seven or eight cars making up the Mexican and California express only the mail, baggage and express and smoking cars were destroyed. The coach following the smoker was badly splintered.

There were not more than a dozen passengers on the mail, all in one coach, and while some of them were seriously injured their shaking up was terrible. Every seat in the coach was torn from the floor, and many floor planks came up with the seats.

HELD UP BY TRAMPS

The Southbound Train Again Stopped.

A TRAMP SHOT IN THE LEG
Two Deputies From San Joaquin County on the Cars—The Passengers Unharmed.

LATHROP, Cal., September 8.—The Southern Pacific express train No. 17 from San Francisco to Los Angeles was held up at a switch near Morrano at 9 o'clock this evening. Elaborate preparations had been made by the train robbers, who had piled ten ties across the track and had set the pile on fire.

As the train slowed up, the robbers, who were standing beside a fence near the track, fired five shots at the train men. A tramp riding on top of the baggage car was shot in the hip, the only person wounded. Two deputy sheriffs who happened to be on the train, tried to return the fire, but the robbers becoming frightened, ran across the fields in the direction of the San Joaquin river, without making any further attempt to loot the train. The deputy sheriffs left the train at Ripon, and are now going a posse to pursue the robbers.

Ripon, Cal., September 8.—The southbound express train from San Francisco to Los Angeles was stopped here at twenty minutes tonight by a crude attempt to hold up the train. At an open place on the line near Morrano, five miles from here, ten ties had been piled on the track and the wood ignited. The train slowed up as it approached the burning pile, and two men who were lurking behind the fence on the side of the track fired aimlessly toward the train. One of the charges of buckshot entered the hip of a tramp who was stealing a ride on the top of one of the cars.

The attempted robbery was not unexpected, the ties having been piled on the track in a similar manner a few nights ago. Anticipating a renewal of the attempt Sheriff Cunningham had placed two deputies on the train, one of whom was riding in the cab. As soon as the train stopped the deputy leaped from the cab and the robbers fled precipitately toward the San Joaquin river, eight or ten miles distant.

Deputy Sheriff Black and Wall could not get near enough to the robbers to open fire on them and the train being uninjured the train proceeded to this station, where the deputies took a trail to try to capture the robbers. It is reported here that late tonight the deputies had arrested a man under suspicion of being a member of the gang, and took him with them by team to Stockton. The injured tramp is being treated here and will probably recover.

The passengers on the train know nothing of the trouble until the brief episode was concluded.

So far as local information goes no one is especially under suspicion. The attempted robbery was uncharacteristic in the extreme. The place selected for the holdup was the poorest in the country from a robber's standpoint. It was on an open plain, distant from trees and shelter of any sort. When the train slowed up the two robbers, who stood like sentries behind the fence, fired blindly in the direction of the train and then ran away.

The train was reported as forty minutes late here just before midnight, but made up half that time between Lathrop and this point. There were a large number of passengers, but none of them seemed to have been scared by the hold up.

Conductor Bridges said: "The train was running on time and had reached a point close to Morrano in an open sandy country, where a man standing near the track fired five pistol shots in quick succession at the train. One of the shots struck a tramp who was on top of the baggage car and wounded him in the hip. He was taken to Modesto."

The place where the holdup occurred is just the same as when the affair occurred last Saturday—same time, same train, same train. Sheriff Cunningham was not on the train tonight, but two of his deputies were, and both of them were armed to the teeth. None of the passengers were alarmed. The train was stopped for a few minutes, and then proceeded on its way.

H. P. Durand, a New York drummer, said that about the time that the five shots were fired he saw two men standing near the track. The engine blew two sharp whistles in succession and the train stopped very suddenly. One of the men fired five shots at the train.

Mr. Durand said he thought the man who fired the shots was under the impression that the tramps on top of the train were deputies and the shots were fired at them.

A DOUBLE HARDSHIP.

The Divorced Wife of a Dying Printer Gets His Fortune.

LOS ANGELES, September 7.—After nearly a lifetime spent as a printer enduring hardships from privation and sickness, and after a suit for divorce from his wife in which judgment was given in his favor only last Saturday, Charles H. Young died yesterday of a heart attack. When the court rendered judgment in Young's favor granting him absolute divorce his attorneys announced that he would present the decree to Judge Vanduyke for his signature on Monday.

Before their divorce had been carried out the death of their client was announced and Young's success was an empty victory.

The deceased was a nephew of the late Joseph B. McCollough, and at the time of his death editor of the St. Louis Globe-Democrat. Editor McCollough in his will bequeathed a one-eighth share in his estate, estimated at \$300,000, to Young who was just about to come into possession of his inheritance.

Mrs. Young will now come in for her share of the property, of which, her husband lived a few hours longer, she would have been deprived.

MUST FACE STARVATION

Government Official's Warning to Klondykers.

GOLDEN DREAMS DISPELLED
The Chitoot Pass Closed for the Winter—Horses Sold for a Song at Byan.

WASHINGTON, September 7.—The treasury department today made public the following letter from a government official now on his way to the gold fields, stating at the same time that the writer, whose name, which is withheld had been twelve years in service and was thoroughly reliable:

DIVA, August 22, 1897.
I deem it my duty to write you on a subject that does not come strictly within my line of duty as it touches somewhat on the functions of the treasury department. I have had a long talk with Mr. Ivey, collector of customs for Alaska, who is at present at Skagway, three miles below here. The Skagway trail is the most largely used overland route (though by no means the best) to the Klondyke.

Mr. Ivey informs me that there are now between five and six thousand people and about 2000 horses. The commander of one of the vessels now at Skagway states that sixteen vessels are chartered to land cargoes at that place between now and September 15th and that the number of passengers will average 200 to each vessel, making 3200 more people who will attempt to go this fall.

"I have talked with some of the most experienced traders and miners in the vicinity, and they are unanimous in the prediction that not over 20 per cent of this vast number will get through to Dawson before winter sets in. The other 80 per cent will camp on the trail and those who survive and get back to tide water will have to winter at Skagway or return south. If the rub continues two weeks longer hundreds of people will perish."

"The postmaster and Indian trader at this place (Mr. Heron) states that more than 1000 men have gone up the Chitoot pass during the past thirty days, and that 700 of them are still this side of the lake, twenty-four miles from here. Vessels are arriving every day or two, and at the present rate of influx another thousand will enter the trail by September 15th. Mr. Heron is of the opinion that not more than twenty out of every 100 will get through, and says this trail is far more dangerous than the trail to the Yukon."

"The loss of life will be appalling. It is difficult to suggest a way to stop this influx of people, but Mr. Ivey intimates that if the inspection rules of the treasury department were properly enforced it would materially decrease the number of passengers on the incoming vessels. Nearly every vessel that arrives here brings twice as many passengers as the law allows it to carry and many of them are condemned crabs which have been fitted up for this trade."

"I have talked with several men who have recently arrived here from the Klondyke, two of whom lost their lives about thirty days ago. They unanimously agree that there is a rich gold field there, but the facts do not justify the present stampede and they say there is bound to be much suffering and actual starvation. Provisions are already scarce and the prices of many articles are absolutely prohibitory in the case of a man of ordinary means."

"The mail facilities are very bad here as the postoffice department has not made any allowance for the rapid growth of postal business."

PORT TOWNSEND, Wash., September 7.—From a letter received here last night from John James, who left today by train for the Alaska gold fields, a picture of the present condition at Ivey is being obtained. James and his partner, Lawrence, succeeded in making 1200 pounds of provisions over Obichuk last Saturday.

The letter says that recent heavy rains have made the Chitoot almost impassable. Horses which two weeks previous were selling at \$150 per head are now a drug on the market at \$10. Horse feed is selling at \$70 per ton and is hard to get at any price.

James says it will be cheaper for those who cannot get over the pass this fall to kill their horses now and ship in others in the spring. He says that language is inadequate to describe the terror of the pass since the rainy season began.

STOCKTON, September 7.—P. O. Looker of San Andreas will leave next Friday at the head of a party of thirty men for the Klondyke. They will go overland to Victoria, where they will take the steamer. They will take 50 head of horses and 100 head of cattle. They claim their party is one of the best equipped that has yet started for the gold fields.

Thawed Out Giant Powder.

CHIVILL, September 9.—T. F. Bennington, who operates a mine near Dog Hill, three miles from Chivill house, in this county, yesterday dived his mine, under took to thaw out some giant powder cartridges. He was standing near the powder when it exploded and instantly killed him.

Took Her Own Life.

OAKLAND, September 7.—Mrs. Mary Hawley, wife of William E. Hawley, a capitalist, committed suicide today by shooting herself in the head during a fit of despondency caused by long continued ill health. She was a native of this state and 46 years of age.

Fell Into a Live Vat.

SANTA CRUZ, September 7.—S. Frazer was badly burned last evening on a ranch near Watsonville by falling into a 400 gallon vat of lye while dipping grapes.

THE FAIR WILL CASE.

Was There a Conspiracy to Loot the Estate?

SAN FRANCISCO, September 7.—The closing scenes in the case of Angus v. Craven which has occupied the undivided attention of Judge Black and a jury for five months commenced today when Garrett McEnerry, the representative of the executor of the Fair estate, opened the argument for the plaintiff. The issues to be submitted to the jury are:

1—Were the deeds in controversy signed by James G. Fair?
2—Were they duly acknowledged by him?
3—Was there a conspiracy existing between Mrs. N. L. Craven, Martin Kelly and Mrs. Atkins, which had for its object the looting of the Fair estate?

Mr. McEnerry began his argument by showing the improbability of the signing of the deed by the late Senator Fair and then reviewed the testimony relative to the Craven deeds, which he denounced as most palpable frauds and forgeries.

Mr. Delmonico will take up the end-goals of the case. Mrs. Craven at the close of Mr. McEnerry's address and ex-Judge Curtis, the "will smasher," will probably occupy part of the allotted time for the defense, while Messrs. Mitchell and Davis will discuss the time allowed for the closing argument on behalf of the plaintiff.

A Tourist's Miraculous Escape.
YELLOWSTONE LAKE, Wyo., September 7.—W. M. Hill of Oswatimie, Kan., came near losing his life today by falling into the Grand canyon of the Yellowstone. He descended the canyon to Red Rock below Point Lookout and while walking around slipped and started to roll down the slanting canyon walls some 1500 feet. He managed to roll over on his back and by jumping his heels and elbows into the sand underneath him saved until he struck a projecting ledge on the brink of a precipice 600 feet high. He was rescued by tourists who lowered a rope to him, pulling him up.

Answer Filed.
John F. Hamilton filed his answer yesterday to the complaint of Fred Dodd to dissolve the partnership existing between the plaintiff and Hamilton. He denies the plaintiff's allegations and alleges that on August 17th Dodd offered him the property for \$200 cash, and Hamilton accepted the offer and tendered Dodd the money. Dodd refused to take the money, and Hamilton deposited it to Dodd's order. Hamilton says that Dodd is compelled to turn the Hughes hotel property over to him.

THE FARMERS' CLUB.

ITS ACTION CORRECTLY REPORTED BY THE "REPUBLICAN."

The Bridge Proposition Unanimously Approved and Referred to Committee.

EDITOR REPUBLICAN.—The following appeared in your issue of last Sunday morning:

"Mr. Gordon further reported that in connection with the work of securing better conditions for crossing these tracks, he had met with a general discussion by the farmers and foot passengers. This matter was thoroughly discussed by all present, and the unanimous opinion was that either Mariposa road or one of the roads at Fresno or Ventura should be bridged. The advantage of Mariposa street is that it would not interfere with surface travel and would accommodate more foot passengers and then in the center of business. The road at Fresno was wide and would accommodate those from the west, while Ventura would accommodate those from the south and east. The committee was directed to confer with the railroad authorities and property holders and report back to the club."

"From the statement of members 'bridge street,' both in country and town, is strongly in favor of the project, both for reasons of convenience and safety."

"The report is a correct resume of what occurred at that meeting, and was written by myself, and at a time when there was no opposition of a newspaper controversy over the matter. Any statement that it was made by me, must come from misunderstanding the scope of the discussion. The work of the Farmers' Club, I conceive, is too well known to the public to permit the suggestion that it is playing a game of hide-and-seek with the public. The club is a body of men, and anyone connected therewith will be called upon for explanation, and for one, I shall refuse to enter into it, when we have so much better work to do."

"The matter was thoroughly discussed at the meeting last Saturday, and without a dissenting voice, was approved and referred to the special committee, whose partial report had been presented and accepted. That committee consists of Alex Gordon, A. E. Kiser and Charles Brown. I have no report to the executive committee of the Farmers' Club next Saturday. It would be improper for me to say more. Yours etc., N. L. F. BACHMAN."

A POOR DAY FOR SNAKES

Yet Two Hunters Slaughtered Twenty-Two Rattlers.

ONOVILLE, September 9.—Angus Johnson and George Snyder of this place went out hunting this week and stopped in the woods to rest. There sat there some time one of the men saw a rattlesnake near them. He pointed it out to his companion, who raised his gun and fired, killing the snake. In a second the whole place seemed alive with snakes and the men sprang on the rock and began firing at the reptiles. They shot and killed nineteen in a few moments and then tried to escape from the spot. After going a few yards they saw another which they shot and a second later two more appeared. They shot these, making twenty-two all and then hurried from the place as fast as possible.

Fruit Sales.

CHICAGO, September 9.—Earl Fruit Company sold today: Grapes—Tokay 55c to \$1.05, average 75c; Muscat \$1.05. Peaches—Salween 50c to 60c. Pears—Bartlett \$1 to \$1.50.

New York, September 9.—Porter Bros. Company sold today: Pears—Bartlett \$1.25 to \$1.35. Grapes—Humboldt \$1.05 to \$1.15. Pines—Tokay 85c to \$1.35 per single crate; assorted 85c to \$1.50; Muscat 75c to \$1.30; Malaga \$1.05. Plums—Jaspes \$1.10 to \$1.40. Strawberries 75c. Peaches—Salween 45c to 55c; L. Crawford 45c to 75c.

COUNTY EQUALIZATION

Fresno Gets a Ten Per Cent Reduction.

OTHER COUNTIES ALSO REDUCED
But the Gain Is Offset by a Progressive Increase in the Tax Levy.

SACRAMENTO, September 8.—The state board of equalization met this morning for the purpose of equalizing values between the different counties. The proceedings opened with a motion from Morehouse to raise San Francisco 25 per cent. The motion was lost by the vote of Chesbro, Colgan and Arnold. Subsequent motions to raise it 20, 15 and 10 per cent were likewise lost.

Arnold then took up the counties in his district and successfully moved in turn to leave Los Angeles, Riverside, Orange, Ventura, Kern and San Benito reduced 10 per cent. Heamer then moved in turn to reduce Colusa, Glenn, Humboldt, Sonoma, Yolo, Napa, Solano, Marin, Mendocino, Shasta, Tehama, Yuba, Butte, Sutter, Merced, Madera, Kings, San Luis Obispo, Santa Barbara and Stanislaus 15 per cent, and the motions all prevailed.

Heamer also successfully moved to reduce the following counties 10 per cent, which likewise prevailed:

Alameda, San Joaquin, Santa Clara, Monterey, San Bernardino, Fresno, San Diego, Santa Cruz, Tulare and San Mateo.

A motion by Morehouse to reduce Sacramento 10 per cent received no second. The effect of today's work will be to cut about \$100,000,000 off the assessment roll of the state and raise the tax levy over 5 cents. San Francisco will be the greatest sufferer by this action.

The estimated increase in the tax levy over what it would have been had all rolls been allowed to stand is close to 5 cents on the \$100. San Francisco and all other counties with whose rolls were not interfered with will have to bear this increase.

THE SANTA FE WRECK

LATER REPORTS INCREASE THE LIST OF THE DEAD.

Human Ghasts Drove in the Wreckage and Plundered Baggage and Mail Sacks.

BANORA, Kan., September 9.—Twelve known dead, one missing (probably incinerated) and fourteen injured, two of whom will likely die, is the record of the terrible head-on collision on the Santa Fe as known tonight.

The first list was mixed because of the confusion attending the wreck, and all day names on the list of injured have been transferred to that of the dead. Even tonight it is not positively known that the list given is complete, and it is held that several were carried to the hospital and left by which they could be recognized. The bodies of eleven have been taken from the debris, three burned beyond recognition.

William E. Eickert, Topeka, engineer of the east-bound fast mail, who was last night reported among the injured, expired during the day, and Michael McElde and A. D. Doran, postoffice clerks, were found to have been wrongly placed on the list of injured. Nothing could be told of the remains of the Wells-Fargo messenger, J. F. Skane. A handful of charred bones taken from the wreck, however, are supposed to be his. Near them was found his watch.

The ghastly scene of the burning wreckage and plundered baggage and mail sacks which attracted the ground. One tried to snatch a diamond from the breast of an Emporia doctor, who, weak and nervous, was creeping slowly into the scene. He had strength left to hit the brute a blow in the face which made him turn with a curse and sneak away. Mail sacks were dragged into the corn field and rifled.

The report of the Kansas City postoffice for the several days of the mail on both the wrecked Santa Fe trains was destroyed. One pouch, however, for Southern California on the west bound train, is said to have been saved. This train carried a large mail from New York to California, Colorado, New Mexico and Arizona. No official report has been received here.

SILVER COIN WANTED.

A Large Issue of Silver Dollars Is Probable.

DESVER, September 8.—A special to the Times from Washington says: There is just now a large demand upon the treasury department for small coins to assist in the movement of crops.

Director of the Mint Preston says that the coinage of subsidiary silver and minor coins will be continued until a sufficient stock has been accumulated to meet the current demand.

The available number of silver dollars the treasury has been required to issue is \$90,000. It is probable that an order will be issued next week for coinage into silver dollars some of the bullion purchased under the act of 1890. No silver dollars have been coined for some time. Eight hundred dollars were coined. Charles Menor of Portland was stealing a ride. It is believed there are other men under the wreckage.

The trial of Leon Hill for the murder of Lloyd Duke will be resumed this morning.

VISALIA'S HAPPY DAY

A Gladcome Welcome to the Valley Road.

BIG CELEBRATION OF THE EVENT
The Excursions From Fresno and Hanford Bring Over 2000 People.

VISALIA, September 9.—The completion of the San Francisco and San Joaquin Valley road to Visalia was celebrated today, fully 6,000 people assembling to participate in the festivities and witness the arrival of the first passenger train. Nearly all the business houses were elaborately decorated and flags and banners were numerous throughout the city.

About 11 o'clock the first train, consisting of ten passenger coaches and sixteen freight cars, arrived within the city limits, the engine pally decorated. The whistle of the engine was responded to by factory whistles and church bells. The train brought over two thousand passengers, including the directors and officials of the road.

At noon a parade was held, including several National Guard companies and the first departments of Tulare, Porterville and Visalia. A barbecue and a baseball game followed the parade. Races and sports filled in the remainder of the afternoon.

A mass meeting was held in the evening, addressed by W. H. Alford of Visalia and Stephen G. Nye of Oakland. A ball concluded the evening's festivities.

Visalia indeed had cause to rejoice over the advent of the Valley road. To the Tulare county seat it means more than the competing line does to other towns of the valley through which it passes, for the city of Visalia had been to a degree isolated from railroad communication with the outer world. It means that Visalia, the victim of the ill will of the Southern Pacific for so many years, shall be given the same opportunities as the towns of the first cities of the valley possess. It means that the county seat, from an isolated country town, shall grow into a substantial city whose influence will be felt throughout the great San Joaquin valley.

It was in the specialties when the Southern Pacific was building through the valley that the railroad company assumed a policy of revenge against Visalia. The grasping corporation demanded a handsome bonus from the pioneer town, and upon being met with a refusal the company attempted to ruin the place. The railroad was built seven miles west and the town of Tulare was started as its rival.

Then when the Porterville branch was constructed Visalia was again passed by several miles. But the citizens would not give up easily, and they built two little railroads of their own, one to Golden and one to Tulare. But of course the town was much handicapped with the inefficient transportation facilities. The Southern Pacific succeeded in retarding the progress of the town, and its desire for revenge was gratified for a number of years, the county seat remaining at a standstill.

But now the Valley road has come, and with it the Southern Pacific has come to time. That company has purchased the line from the town to Golden, making the branch road a part of its system, and the town has been affected by Valley road competition. Visalia is now to enjoy reduced rates on the Southern Pacific as well as on the new road.

That the Valley road will be a success for Visalia and Tulare county is evidenced by the fact that the citizens are so excited, for everyone conversant with the early history of the valley knows the feelings of Tulareans towards the Southern Pacific.

The citizens of Visalia are jubilant in every sense of the term because of the arrival of the new railroad. Already there has been a marked change for the better in business. New enterprises have been promoted and carried out the past few days. The completion of the coming of the Valley road. There are signs of revival. The visitors yesterday were greeted on Main street with a banner hung across the front of a building just erected on which was painted in bold letters: "Practical Results of the Building of the Valley road."

Visalia has a fine country back of it, and given the advantages of open avenues of trade it will prosper. The town is the oldest in the San Joaquin valley, and is picturesque situated among groves of oak.

FORTY PERSONS KILLED

HEAD-ON COLLISION BETWEEN PASSENGER AND FREIGHT.

Engines Demolished and Coaches Burned—Many Injured in the Ruins.

DESVER, September 10.—2.40 a.m.—A report has reached here that a head-on collision occurred at 1 o'clock a mile west of Newcastle, Colo., between a Denver and Rio Grande passenger train and a freight of the Colorado Midland. It is said twenty-five persons are killed.

3 a.m.—At the office of the Denver and Rio Grande in this city only meager details of the Newcastle wreck have been received. It is said that the killed and seriously wounded will reach fully a dozen and maybe more. The wreck is on fire, and it is feared that several persons have been burned to death.

LATER.

DESVER, September 10.—A special to the News from Newcastle, Colo., says: Rio Grande passenger train No. 1, running one hour late, collided with a Midland stock extra one and one-half miles west of Newcastle. Both engines are a total wreck. There is in all probability forty human beings in the burning mass.

BALL BATS AND PICKS

Weapons Wielded by Strikers' Wives.

MINERS' FAMILIES EVICTED
The De Armitts Jeered—Evicted Families Keeping House in Neighboring Stables.

PITTSBURGH, September 8.—At 8 o'clock this morning deputies evicted a family from one of the company's houses at Plum Creek. After the deputies had gone the miners forced an entrance to the house and carried the furniture back.

At 1 o'clock Superintendent Samuel and Thomas De Armit, together with Deputy Sheriff Samuel Young and a posse of twenty-five special deputies, appeared and the eviction was all done over again. A party of twenty women from the neighborhood had gathered and nearly all the striking miners from Camp Isolation were present. They jeered the De Armitts. The women were armed with leaded baseball bats and other things. They conducted themselves in such a belligerent manner that the De Armitts were glad to remain within doors while the eviction was going on.

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